

**AMENDMENTS TO THE SPECIFICATION**

**Please replace the 6<sup>th</sup> full paragraph on page 2, beginning on line 26 with following amended paragraph:**

The invention according to claim 1 A first embodiment of the invention is a pneumatic tire sequentially including on an outside of a crown part of a carcass extending in a toroidal fashion a belt and a tread section, which is provided with grooves, and having different negative ratios of the tread section on each of two sides of a tire equatorial plane, wherein a belt width Ba from a belt end on the higher negative ratio side to the tire equatorial plane and a belt width Bb from a belt end on the lower negative ratio side to the tire equatorial plane satisfy a relationship of  $Ba > Bb$ .

**Please replace the 4<sup>th</sup> full paragraph on page 3, beginning on line 25 with following amended paragraph:**

According to a second embodiment of the invention ~~claimed in claim 2~~, the belt width Ba and the belt width Bb satisfy a relationship of  $1.04 \leq Ba/Bb \leq 1.20$ . If so, the advantage according to claim 1 can be easily exhibited.

**Please replace the 5<sup>th</sup> full paragraph on page 3, beginning on line 28 with following amended paragraph:**

According to a third embodiment of the invention ~~claimed in claim 3~~, a difference between the negative ratios on each side of the tire equatorial plane is within a range of 3% to 20%. If so, the advantage according to claim 1 can be further easily exhibited.

**Please replace the 6<sup>th</sup> full paragraph on page 3, beginning on line 31 with following amended paragraph:**

According to a fourth embodiment of the invention~~-claimed in claim 4~~, if a radius of curvature of an outer contour of a shoulder section adjacent to the tread section on the higher negative ratio side is  $R_a$ , and on the lower negative ratio side  $R_b$ ,  $R_a$  and  $R_b$  satisfy a relationship of  $R_a > R_b$ .

**Please replace the 1<sup>st</sup> full paragraph on page 4, beginning on line 13 with following amended paragraph:**

According to the fourth embodiment of the invention~~-claimed in claim 4~~, when the pneumatic tire is attached to the automobile so that the higher negative ratio side becomes the IN side, the radius of curvature of the outer contour of the shoulder section on the IN side is large. Due to this, it is advantageously possible to relax concentration of a stress on a sidewall section on the IN side on which the load during a high-speed rolling is higher than the OUT side due to application of the negative camber angle, and prevent a locally large strain and eventually breaking of the tire.

**Please replace the 2<sup>nd</sup> full paragraph on page 4, beginning on line 20 with following amended paragraph:**

According to a fifth embodiment of the invention~~-claimed in claim 5~~,  $R_a$  and  $R_b$  satisfy a relationship of  $1.2 < R_a/R_b < 2.5$ .

**Please replace the 4<sup>th</sup> full paragraph on page 4, beginning on line 23 with following amended paragraph:**

According to a sixth embodiment of the invention~~-claimed in claim 6~~, the tread section includes a plurality of width-direction grooves extending in a tire width direction, and if a circumferential average pitch of the width-direction grooves on the higher negative ratio side is  $P_a$  and on the lower negative ratio side  $P_b$ ,  $P_a$  and  $P_b$  satisfy a relationship of  $P_a > P_b$ .

**Please replace the 6<sup>th</sup> full paragraph on page 4, beginning on line 32 with following amended paragraph:**

According to a seventh embodiment of the invention~~-claimed in claim 7~~, Pa and Pb satisfy a relationship of  $1/2 \leq Pb/Pa \leq 2/3$ . This can facilitate exhibiting the advantage according to ~~claim 6~~ the sixth embodiment of the invention.

**Please replace the 1<sup>st</sup> full paragraph on page 5, beginning on line 1 with following amended paragraph:**

According to an eighth embodiment of the invention~~-claimed in claim 8~~, a reinforcing layer is provided on the shoulder section on the higher negative ratio side. This can make it difficult to cause a belt end separation in the shoulder section on the higher negative ratio side. It is, therefore, possible to further enhance the durability of the pneumatic tire.

**Please replace the 2<sup>nd</sup> full paragraph on page 5, beginning on line 5 with following amended paragraph:**

According to a ninth embodiment of the invention~~-claimed in claim 9~~, a reinforcing layer is provided on the shoulder section on the lower negative ratio side.

**Please replace the 3<sup>rd</sup> full paragraph on page 5, beginning on line 7 with following amended paragraph:**

The pneumatic tire according to the ninth embodiment of the present invention has the offset belt widths as set forth in the first embodiment~~-claim 1~~. For this reason, the lower negative ratio side is heavier than the higher negative ratio side. By providing the reinforcing layer on the shoulder part on the lower negative ratio side, an increase in diameter due to rolling can be suppressed, which can thereby enhance the high-speed durability and the steering stability.

**Please replace the 4<sup>th</sup> full paragraph on page 5, beginning on line 12 with following amended paragraph:**

According to a tenth embodiment of the invention~~-claimed in claim 10~~, reinforcing layers are provided on shoulder sections on both the higher negative ratio side and the lower negative ratio side, and a tensile rigidity of a cord of the reinforcing layer provided on the lower negative ratio side is higher than a tensile rigidity of a cord of the reinforcing layer provided on the higher negative ratio side.

**Please replace the 6<sup>th</sup> full paragraph on page 5, beginning on line 20 with following amended paragraph:**

According to an eleventh embodiment of the invention~~-claimed in claim 11~~, a tread rubber that constitutes the tread section is formed of different rubber materials on the higher negative ratio side to the lower negative ratio side, the rubber material on the higher negative ratio side is higher in modulus of rigidity (G) than the rubber material on the lower negative ratio side, and the rubber material on the lower negative ratio side is higher in  $\tan\delta$  than the rubber material on the higher negative ratio side.

**Please replace the 8<sup>th</sup> full paragraph on page 5, beginning on line 31 with following amended paragraph:**

Accordingly, by attaching the pneumatic tire according to the eleventh embodiment of the invention~~-claimed in claim 1, 4~~ to the automobile so that the higher negative ratio side becomes the IN side and the lower negative ratio side becomes the OUT side, the high-speed durability and the steering stability of the pneumatic tire can be enhanced.

**Please replace the 1<sup>st</sup> full paragraph on page 6, beginning on line 1 with following amended paragraph:**

According to a twelfth embodiment of the invention~~claimed in claim 12~~, if a width from the tire equatorial plane to an edge of the tread on the higher negative ratio side is  $W_a$  and on the lower negative ratio side  $W_b$ ,  $W_a$  and  $W_b$  satisfy a relationship of  ~~$W_a < W_b$~~   $W_a > W_b$ .

**Please replace the 3<sup>rd</sup> full paragraph on page 6, beginning on line 7 with following amended paragraph:**

According to a thirteenth embodiment of the invention~~claimed in claim 13~~, a skid base gauge that is a distance from a bottom of the grooves to an outermost layer of the belt on the higher negative ratio side is  $H_a$  and on the lower negative ratio side  $H_b$ ,  $H_a$  and  $H_b$  satisfy a relationship of  $H_a > H_b$ .